

Planning Applications Report

**Planning Committee
14th April 2022**

**Bolton
Council**

Bolton Council has approved a Guide to Good Practice for Members and Officers Involved in the Planning Process. Appendix 1 of the Guide sets down guidance on what should be included in Officer Reports to Committee on planning applications. This Report is written in accordance with that guidance. Copies of the Guide to Good Practice are available at www.bolton.gov.uk

Bolton Council also has a Statement of Community Involvement. As part of this statement, neighbour notification letters will have been sent to all owners and occupiers whose premises adjoin the site of these applications. In residential areas, or in areas where there are dwellings in the vicinity of these sites, letters will also have been sent to all owners and occupiers of residential land or premises, which directly overlook a proposed development. Copies of the Statement of Community Involvement are available at www.bolton.gov.uk

The plans in the report are for location only and are not to scale. The application site will generally be in the centre of the plan edged with a bold line.

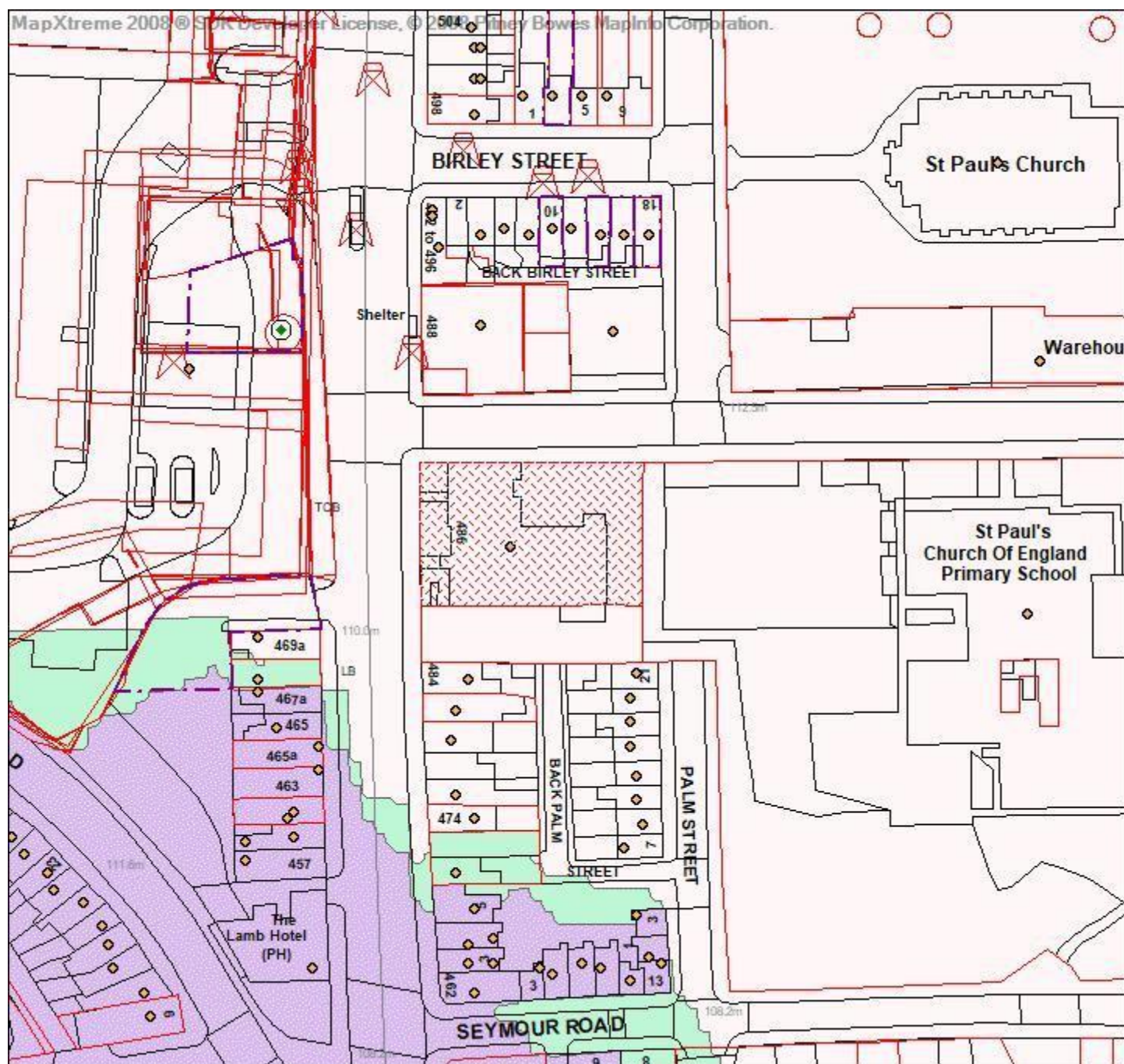
The following abbreviations are used within this report: -

CS	The adopted Core Strategy 2011
AP	The adopted Allocations Plan 2014
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
PCPN	A Bolton Council Planning Control Policy Note
PPG	Department of Communities and Local Government Planning Policy Guidance Note
MPG	Department of Communities and Local Government Minerals Planning Guidance Note
SPG	Bolton Council Supplementary Planning Guidance
SPD	Bolton Council Supplementary Planning Document
PPS	Department of Communities and Local Government Planning Policy Statement
TPO	Tree Preservation Order
EA	Environment Agency
SBI	Site of Biological Importance
SSSI	Site of Special Scientific Interest
GMEU	The Greater Manchester Ecology Unit

The background documents for this Report are the respective planning application documents which can be found at:-

www.bolton.gov.uk/planapps

Application number 12615/21



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Development Management Section

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Bolton Council

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Date of Meeting: 14/04/2022

Application Reference: 12615/21

Type of Application: Full Planning Application

Registration Date: 07/12/2021

Decision Due By: 31/01/2022

Responsible Officer: Beth Bradburn

Location: 486 BLACKBURN ROAD, BOLTON, BL1 8PE

Proposal: VARIATION OF CONDITION 4 (RESTRICT OCCUPANCY TO NO MORE THAN 225 CUSTOMERS SHALL BE WITHIN THE RESTAURANT AT ANY TIME) ON APPLICATION 08815/20

Ward: Crompton

Applicant: Mr M Munshi

Agent : Sedgwick Associates

Officers Report

Recommendation: Approve subject to conditions

Executive Summary

- The property was originally granted planning permission in September 2007 under the reference 077960/07 for change of use from vehicle hire and shop to a restaurant.
- Condition 2 of that consent restricted the hours of opening and condition 5 set a limit that no more than 90 customers could be in the restaurant at any one time.
- Planning application 08815/20, which was approved in August 2021, varied the condition restricting hours of trading to 1530 - 2330 hrs Monday-Thursday and 1530 hrs to 0200 hrs Fridays, 1000 hrs to 0200 hrs Saturdays and 1200 hrs to 2330 hrs on Sundays.
- The application seeks to vary condition 4 (restrict occupancy to no more than 225 customers shall be within the restaurant at any time) on application 08815/20 and this will be facilitated through the conversion of the first floor where the existing use was ancillary storage.
- No objections have been raised by Environmental Health subject to the premises only being used for a restaurant and that no amplified music is played until a scheme showing the measures that will protect surrounding uses and residents from internally generated noise, shall be submitted and approved by the LPA for implementation.
- No objections have been raised by the Council's Highways Authority subject to the necessary condition for a Travel Plan/Parking Strategy to be developed within 3 months of any approval to help alleviate concerns about impact on amenity at that location and to ensure the implementation of sustainable Travel Plan.
- The applicant has been made aware that a Building Control application is necessary for the conversion of the first floor to accommodate the additional seating and any fire safety concerns will be addressed as part of this process.
- Greater Manchester Fire Service and Bolton Council's Licensing and Building Control team were unable to comment due to the limited information required as part of the planning application.

However these matters will need to be addressed separately by the Applicant.

- A petition signed by 113 residents and 5 objections have been received.
- The application is before Planning Committee at the request of Councillor Ismail.

Proposal

1. The property was originally granted planning permission under the reference 077960/07 for the change of use from vehicle hire and shop to a restaurant on 06/09/2007 and that consent was implemented. Condition 2 of that consent restricted the hours of opening and condition 5 set a limit that no more than 90 customers could be in the restaurant at any one time.
2. The restrictions on trading as a restaurant resulting from the pandemic provided an opportunity for the building to be refurbished and now those restrictions have been lifted it has started to trade again. Planning application 08815/20, approved in August 2021, varied the condition restricting hours of trading to 1530 - 2330 hrs Monday-Thursday and 1530 hrs to 0200 hrs Fridays, 1000 hrs to 0200 hrs Saturdays and 1200 hrs to 2330 hrs on Sundays, hours of which were chosen to avoid any conflict with traffic and parking associated with the nearby school. The planning application also sought to change the numbers of covers to 225, however this was removed from the proposal as the Applicant intended this to allow the premises to be used a function room - which could require a change of use, depending on the degree of use.
3. There was no condition on the original consent limiting the restaurant to be used solely at ground floor. The existing use of the first floor was for ancillary storage.
4. The application seeks to vary condition 4 so that it restricts occupancy to no more than 225 customers rather than the no more than 90 customers at any one time currently permitted.
5. Part of the internal refurbishment has upgraded the first-floor accommodation so that it can be used as part of the restaurant. An internal capacity of up to 225 covers can be accommodated.
6. The use shall remain as a restaurant but with an increased capacity and shall not be primarily used a function room or hot food takeaway or as a mixed use of these use, all of which would be likely to require a change of use, depending on the degree or balance of uses.
7. This is an application under s73 of the Town and Country Planning Act and it is noted that when deciding such applications, the LPA must limit its appraisal to the relevant condition. Should this s73 application be approved, the other conditions attached to the original grant of planning permission which have yet to be discharged will continue to apply if transferred to the new approval. When assessing variation of condition applications the LPA does not only have the option of either approving or refusing the proposed varied condition wording, but also has the power to impose an amended condition the wording of which has not been requested by the Applicant, as well as the option of imposing additional conditions should this be deemed necessary.

Site Characteristics

8. The application relates to an existing restaurant located at the corner of Blackburn Road and Newnham Street. This part of Blackburn Road lacks any residential frontages and is generally characterised by retail uses together with some pubs and another restaurant to the north. The area is dominated by the ASDA Superstore opposite the application site, which now trades over 24 hours. There are no residential properties for the first 150 metres of Newnham Street. The nearest residential properties are on Palm Street, but these are separated from the application site by the bulk of the carpet shop adjacent. Due to the site being located within Astley Bridge Local Shopping Centre with nearby pubs, takeaways, restaurant and superstore, together with

the A666 traffic, the area remains lively well into the evenings.

Policy

9. The Development Plan

Core Strategy: CG4 Compatible Uses, RA1 Inner Bolton, P5 - Accessibility, S1 Safety, Appendix 3 - Parking Standards, P2 Astley Bridge Local Shopping Centre.

10. Other material considerations

National Planning Policy Framework (NPPF).

SPD General Design Principles

SPD Accessibility, Transport and Road Safety

SPD - Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas.

RTPI - Summary: Responsibility for fire safety during the development application process in England.

Analysis

11. Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

12. Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

13. Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

14. It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

15. The main impacts of the proposal are:-

- * impact on the living conditions of nearby uses;
- * impact on fire safety;
- * impact on highway safety

Impact on the Living Conditions of Nearby Uses

16. Core Strategy policy CG4 seeks to ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security. The site is located within the Astley Bridge District Centre. Guidance contained within the Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas SPD (para. 10 b) states that where there is residential accommodation within 50 metres of the site, opening hours will be limited to 2330 hours on Sunday through to Thursday.

17. The principal of the change of use has already been established. The only change would be to the number of customers being restricted to 225 rather than 90.

18. Planning application 08815/20 was approved in August 2021 and varied the condition restricting hours of trading to 1530 - 2330 hrs Monday-Thursday and 1530 hrs to 0200 hrs Fridays, 1000 hrs to 0200 hrs Saturdays and 1200 hrs to 2330 hrs on Sundays, hours of which were chosen to minimise any conflict with traffic and parking associated with school hours.

19. The Council's Environmental Health department was consulted on this application due to the potential increase in noise from additional customers through comings and goings and increased noise from inside the premises, however they raised no concern as noise would be primarily restricted by the hours of use at that the premises. Furthermore, as the premises is to be used solely a restaurant and not a function room, customers would be visiting the premises gradually throughout the day and evening and not all together at one given time - which would further lessen the impact on surrounding residents.
20. It is also possible that the volume of music could increase proportionate to the increased number of customers, which could raise the noise levels emanating from the site, it shall therefore be conditioned that should any amplified music be played, a scheme showing the measures that will protect surrounding uses and residents from internally generated noise, shall be submitted and approved by the LPA for implementation. The scheme should adhere to the guidance provided in the British Standard Code of Practice for sound insulation and noise reduction for buildings BS 8233: 2014. Members are advised that whilst Pollution Control colleagues advised that unamplified music should also be controlled by the condition, Planning Officers have taken the view that this would not pass the test of necessity required for all planning conditions.
21. Given that the premises is located within the Astley Bridge Local Shopping Area with nearby pubs, takeaways, restaurant and superstore, together with the A666 traffic as well as the nearest residential property being on Palm Street, but separated from the application site by the bulk of a shop adjacent with no residential properties located within the first 150 metres of Newham Street, it is not considered that the additional customers would lead to an adverse impact on surrounding residents.
22. Officers note that planning permission was granted in December 2021 for the conversion and extension of the former Royal Bank of Scotland premises on the opposite corner of Newnham Street to form 3 commercial units with four flats over. This was subject to a condition that details of protection from external noise be provided, approved and implemented. This condition has yet to be discharge and, at the point that discharge is sought, Officers would take the view that the submitted information would need to take account of the increase in numbers at the application site. Therefore, whilst the occupants of the flats across Newnham Street would be the closest residential neighbours to the restaurant, considerable closer than the occupants of Palm Street, measures would be put in place to ensure that the two uses could operate without conflict.
23. Subject to the necessary conditions, the proposal would comply with Policy CG4 of the Core Strategy and the advice contained within the SPD.

Impact on Fire Safety

24. Following the Grenfell tragedy, the Royal Town Planning Institute published the document "Responsibility for fire safety during the development application process in England" which states that planning does not have powers to assess the fire safety of building materials nor most elements of building design and layout. Fire precautions covered by building regulations are not part of the material planning considerations on which planning decisions must be based.
25. Moreover, building control professionals have expertise and information that makes them better placed to assess fire safety than planners. At planning permission stage there would rarely be enough information in the application and submitted plans to make informed decisions on planning decisions and conditions in relation to fire safety. Over many years, the Government has repeatedly emphasised that consenting regimes (such as planning and building control), should avoid overlap wherever possible.

26. However, there is some overlap between the spatial and consultative approach of the planning system and with fire safety and prevention. This means planning has a limited set of responsibilities around fire safety, and a larger set of considerations that might be considered best practice.
27. Local Planning Authorities must assess provisions for fire service vehicular access in an emergency and for access to water supply - these are material planning considerations. This assessment may require or benefit from consultation with the fire service.
28. Due to its location fronting Blackburn Road the premises is considered to have sufficient access for emergency fire service vehicles and, as a long-established built-up area, to an adequate water supply. However, Greater Manchester Fire Service have been consulted on the application but were unable to comment due to the limited information required at the planning application stage. Bolton Council's Building Control team were consulted and confirmed that a building control application would be required for the conversion of the first floor to be used for additional seating. This consultation response was fed back to applicant to make them aware of this requirement.
29. Bolton Council's Licensing team were also consulted but have advised that as alcohol is not currently or sold at the premises, no licensable activities currently take place at the site.
30. Further to the above, although the Council's Licensing and Building Control teams together with Greater Manchester Fire Service were unable to comment at this stage due to their being no requirement for fire safety matters to be addressed at the planning application stage (except for the limited matters of vehicular access and water supply referred to above) these matters would be required to be assessed separately under other legislation. Furthermore, Members are advised that the Fire Service has powers to close premises down via formal notice if they are not satisfied in relation to fire-risk assessment.
31. Given that the planning system limits its consideration of fire safety to the two matters of access by fire applications and access to water supply, the impact on fire safety is considered to be acceptable in planning terms.

Impact on the Highway Network

31. Policy P5 of the Core Strategy states that the Council will ensure that developments take into account [amongst other things] accessibility by different types of transport, servicing arrangements, parking (in accordance with the parking standards set out in Appendix 3), and the requirement for a Transport Assessment and Travel Plan with major trip generating developments. Policy S1.2 states that the Council will promote road safety in the design of new development.
32. Policy SO9 of Bolton's Core Strategy is a strategic objective and seeks to, amongst other things, improve road safety. The Council has also adopted the Accessibility, Transport and Road Safety SPD which notes that the provision of a safe, high quality transport network is vital to the economic prosperity of the borough and the ability of residents to safely access potential new jobs being created together with health, education, community facilities and housing. The SPD also seeks to ensure that the use of transport does not adversely affect the climate and therefore requires new development to reduce the need to travel by car, and encourage people who live, work and visit to walk, cycle and use public transport.
33. The application was accompanied by a Transport Assessment which is an amended version to the Transport Statement that was submitted to justify application 08815/20. It notes that:

34. Parking surveys were undertaken to assess the on-street parking demand in the streets surrounding the building at 486 Blackburn Road and Newnham Street and did not identify any problems of highway obstruction. The parking surveys were undertaken to coincide with the busiest time periods at the restaurant.
- At the time there were considerable on-street parking spaces available during the survey periods and therefore the increase in capacity at the restaurant should not be considered likely to produce a severe cumulative impact on the network. Furthermore, the increase in capacity at the restaurant and is not anticipated to create an unacceptable road safety impact.
 - The Transport Statement has concludes that no improvements to walking, cycling (except for cycle stands) and public transport are deemed necessary to make the development acceptable due to the quality of the existing public transport links and walking routes.
 - The application and its supporting Transport Statement were reviewed by the Council's Highway Engineers who provided the following comment:
35. *The previously approved application for the premises (08815/20) related to the variation of historical planning conditions associated with the use of the premises in terms of hours of operation and initially for its use as a function suite. This was dropped by the applicant as part of the consent owing to objections raised during representation by surrounding residents, businesses and elected members. Prior to a decision on the application, the hours of operation were amended in line with recommendations in order to help reduce potential issues with on-street parking demand and the operation of the primary school served from Newnham Street.*
36. *This current application relates to the amendment of condition 4 on 08815/20 to allow the premises to cater for 225 customers rather than the consented 90 under that application. The hours of operation considered and approved under 08815/20 will remain. The applicant has submitted a transport statement (TS) in order to justify the variation of the condition proposed from a transport/highways perspective. The submitted TS appears to be an amended version of the TS submitted to justify application 08815/20 which was requested during consultation by the Local Highway Authority. Having reviewed the document I am reasonably happy with the content and rationale used in its preparation. The TS appears to reiterate that the premises is highly accessible to sustainable modes of transportation and the surrounding residential catchments and demographic. According to the submitted information the potential increase in traffic associated with the increase in customers will be marginal in comparison to the existing consented numbers and should be accommodated with minimal additional detriment/severity to road safety, amenity and the operational capacity of the surrounding highway network. On this basis, the proposal should be compliant with the requirements indicated in current planning policy guidance.*
37. *The use of the modal split to make an assumption of potential parking demand appears to be plausible and robust. The parking accumulation study is only a snap-shot in time and was undertaken in August 2020 when the previous application was submitted. At that point the study appeared to indicate that sufficient on-street parking would be available to support the proposed increase in customers and should be accommodated with minimal additional detriment to amenity at that location. This coupled with the conditioned hours of operation, the potential unofficial usage of surface level car parking provision within proximity to the premises and the sites sustainable location would provide an element of justification to the proposed variation of condition from a transport/highways perspective.*
38. *It is a recommendation that a Travel Plan/Parking Strategy is developed within 3 months which is*

secured condition to help alleviate concerns about impact on amenity at that location and to ensure the implementation of sustainable travel plan.

39. Subject to the necessary condition for a travel plan to be submitted, the proposal is considered to comply with policies S1 and P5 of the Core Strategy.

Local finance considerations

40. Section 70(2) of the Town and County Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. There are not considered to be any local financial considerations in this case.

Other matters/conditions

41. The consent which is proposed to be varied had 4 conditions on the decision notice. It is proposed to amend the previously recommended conditions as follows:

Condition 1 - Customer hours of use – Retain as approved 08815/20.

Condition 2 - Details of extraction and filtration system - Retain as approved 08815/20.

Condition 3 - Car parking provision - Retain as approved 08815/20.

Condition 4 - limit on customer numbers - retain condition but increase to 225.

Condition 5 to be added - Travel Plan – Condition for travel plan be submitted within 3 months.

Condition 6 to be added – (Acoustic measures) – should any amplified music be played, a scheme showing the measures that will protect surrounding uses and residents from internally generated noise, shall be submitted and approved by the LPA for implementation.

Conclusion

42. The proposal would enable the restaurant to allow up to 225 customers in the restaurant by facilitating the conversion of the first floor.

43. Due to the location of the premises within a highly sustainable location, close to excellent transport links and located in an allocated shopping area it is not considered that the proposal would adversely impact on highway safety or parking and would be subject to a condition that a Travel Plan/Parking Strategy shall be developed within 3 months and would therefore comply with policy S1 and P5 of the Core Strategy.

44. Given that the premises is located in Astley Bridge Local Shopping Area and that the nearest residential property on Palm Street (but separated from the application site by the bulk of the shop adjacent) and there being no residential properties located within the first 150 metres of Newham Street, it is not considered that the additional customers would lead to an adverse impact on surrounding residents and would accord with policy CG4, subject to the necessary conditions.

45. Although the Council's Licensing and Building Control teams together with Greater Manchester Fire Service were unable to comment at this stage due to there being no requirement for fire safety matters to be addressed at the planning application stage (except for the limited matters of vehicular access and water supply referred to above) these matters would be required to be assessed separately under other legislation.

46. It is therefore recommended that Members approve this application.

Representation and Consultation Annex

Representations

Letters:- A petition signed by 113 residents and 5 objections have been received on the following grounds:

47. Grounds of health and safety. The 90 cover limit was imposed by the Council on health and safety grounds.
48. The size of the building has not changed and there is no valid reason to increase the limit.

Officer's comments: This has been addressed in the main body of the report. Fire/health and safety precautions covered by building regulations and licensing are not part of material planning considerations on which planning decisions must be based. The owner of the building can make use of the ancillary first floor space, however would require a building control application of which the Applicant is aware of.

- Increase in traffic and the risk of a serious accident during school hours
- Conflict with parking for the school, other businesses on Blackburn Road and St Paul's Church.
- Concerns about the findings of the transport statement.

Officer's comments: The premises is located within Astley Bridge Shopping Centre with excellent access to sustainable modes of transport, furthermore the Council's Highways Authority had no concerns in relation to the proposal and a condition will be imposed for a transport plan/parking strategy to be submitted.

- Noise with customers who have parked further up from the restaurant creating a lot of noise at night.
- Increase in covers will increase the noise.
- Large groups of customers leaving at once.
- Concerns that the restaurant will be used a function room/wedding venue
- The increase in covers to 225 was removed from the previous proposal 08815/20 therefore there is confusion why it has been re-submitted.

Officer's comments: This has been addressed in the main body of the report. A condition will be imposed that should any amplified or unamplified music be played, a scheme showing the layout/sound insulation that will protect surrounding uses and residents from internally generated noise, shall be submitted and approved by the LPA for approval.

The previous planning application also sought to change the numbers of covers to 225, however this removed from the proposal as the applicant intended for this to allow the premises to be used a function room which would be likely to require a change of use.

Elected Members:- Councillor Ismail has requested for the application to be heard at committee for the following reasons:

- Concerns of local parking issues concerning the School because of its extended after school provision. The restaurant increasing its number from 90 to 225 would cause severe parking pressures and inconvenience to neighbours. These neighbours do not have their own off street parking and rely solely on Newnham Street. They are already struggling to find parking at the weekend and in the evenings. The conversion of the piano place at the bottom of Newnham Street into a second hand shop is already causing traffic issues for the school and parking issues for residents. A proper highways assessment needs to be undertaken.

- The Highways proposal of alternate modes of transport is completely unworkable. The kind of prices this venue charges and the clientele it attracts are not patrons that will be cycling, walking or using public transport.

Officer's comments: The premises is located within Astley Bridge Shopping Centre with excellent access to sustainable modes of transport, furthermore the Council's Highways Authority had no concerns in relation to the proposal and a condition will be imposed for a transport plan/parking strategy to be submitted.

- The previous capacity limit was imposed by the fire service. It is requested that a fire risk assessment to be undertaken before permission is granted to confirm if the 225 capacity can be adhered to safely. Concerns that planning seems totally detached from the role of building control when it comes to safety. As the building work has been completed, a risk assessment to be undertaken before a decision made should be carried out.

Officer's comments: This has been addressed in the main body of the report. The RTPI - Summary: Responsibility for fire safety during the development application process in England states that planning does not have powers to assess the fire safety of building materials nor most elements of building design. Fire precautions covered by building regulations are not part of material planning considerations on which planning decisions must be based.

- How will the Council assure itself that the venue will not be used for functions? What do you consider to be a function for these purposes? Also, how will this actually be policed as the previous tenant ignored all restrictions.

Officer's comments: A function room falls under a separate use class and, subject to the degree of use, would be likely to represent a breach of the planning.

Consultations

Advice was sought from the following consultees: Council's Environmental Health Team, Highways Engineers, Greater Manchester Fire Service, Bolton Council Building Control Team and Bolton Council Licensing Team

Planning History

Full planning permission was granted in September 2007 (Ref: 077960/07) for the change of use from a shop (A1 use) to a restaurant (A3 use).

Variation of condition 02 on approval 77960/07 (02 - to amend opening hours to 1530 - 2330 hrs Monday Thursday and 1530 hrs to 0200 hrs Friday, 1000 hrs to 0200 hrs Saturdays and 1200 hrs to 2330 hrs on Sundays) granted under the reference 08815/20.

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. The premises shall not be open to customers except between the following hours:

1530 hrs to 2330 hrs Mondays – Thursday inclusive;
1530 hrs to 0200 hrs Fridays only;
1000 hrs to 0200 hrs Saturdays only;
1200 noon to 2330 hrs on Sundays.

Reason

To safeguard the living conditions of residents and the amenity and character of the area with regard to noise and/or disturbance and in order to comply with Bolton's Core Strategy policies CG3 and CG4.

2. The approved extraction and filtration scheme (under 77960/07) shall be retained at all times the premises are in use.

Reason

To safeguard the living conditions of neighbouring residents particularly with regard to the effects of odours.

3. The development hereby approved/permitted shall make available no less than 3 of the 6 car parking spaces which are marked out and provided within the curtilage of the site for the use of employees and/or customers to the premises at all times the premises are in use.

Reason

To ensure that provision is made for vehicles to be left clear of the highway.

4. No more than 225 customers shall be within the restaurant at any time.

Reason

To protect the character and amenity of the area.

5. Within 3 months of this consent, an updated Travel Plan/Management Strategy for the restaurant shall be submitted to and approved by the Local Planning Authority. This shall include measures to promote the use of alternative modes of transport to the private car, a timetable for implementation and details of the mechanisms for implementation, monitoring and updating. The Travel Plan shall be implemented in accordance with the approved details and timescale and the site shall be operated and managed in accordance with the updated and approved Travel Plan/Management Strategy including the approved implementation timetable.

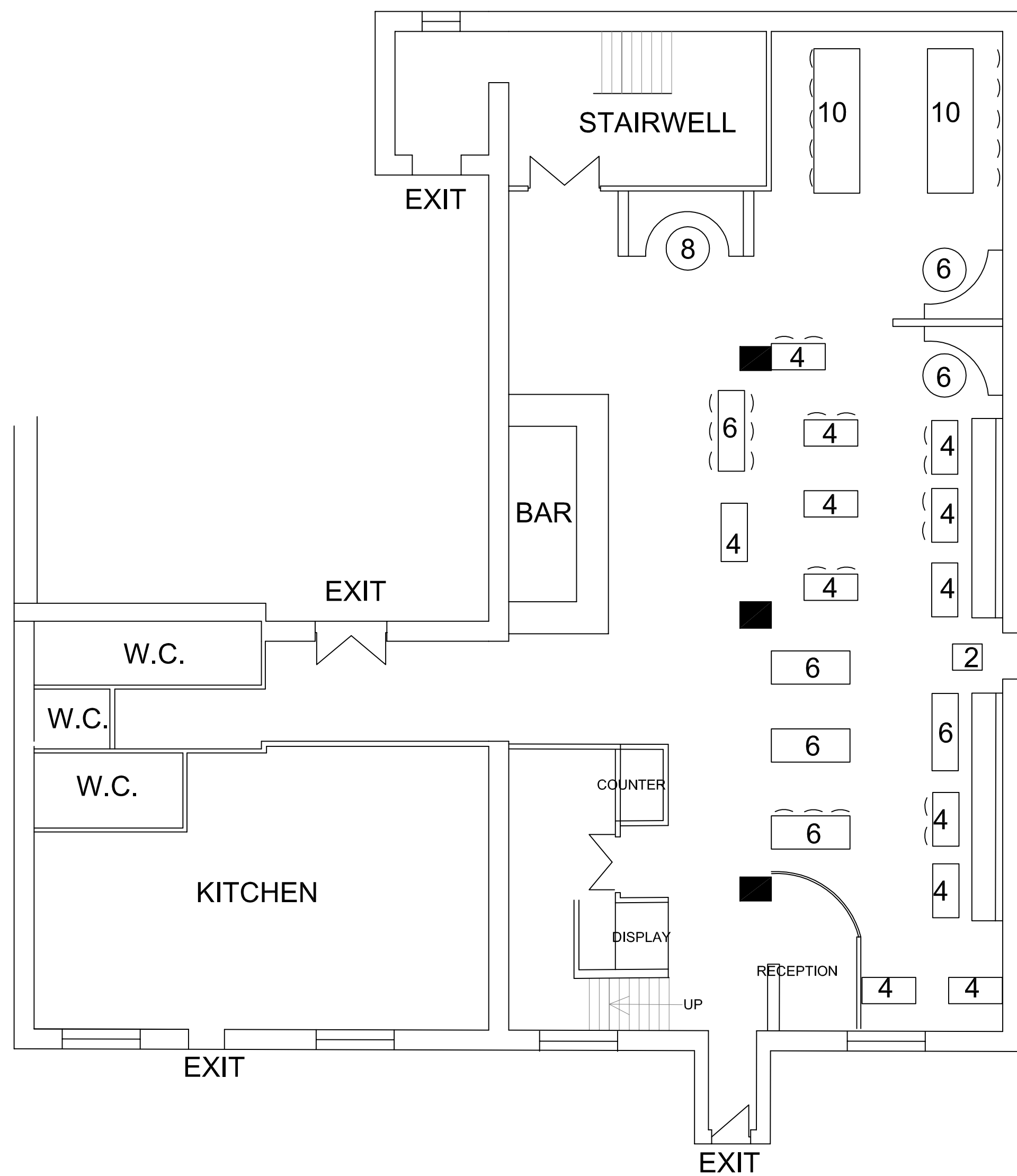
Reason

The site is within an area of restraint requiring a greater degree of control over access and exit to reduce highways congestion during drop off and pick up times and also to encourage sustainable travel and reduce dependence on the car having regard to Core Strategy Policy P5 and the National Planning Policy Framework.

6. No amplified music shall be played within the premises unless and until a scheme to protect nearby noise sensitive uses from internally generated noise has been submitted to and approved by the LPA. The scheme shall adhere to the guidance provided in the British Standard Code of Practice for sound insulation and noise reduction for buildings BS 8233: 2014, shall be implemented in full prior to any amplified music being played within the premises and any insulation or noise reduction measures that are implemented in accordance with the approved scheme shall be retained in full thereafter.

Reason

The significant increase in numbers within the premises has the potential to encourage greater levels of amplified music and therefore the measures are considered to be necessary in order to safeguard nearby noise sensitive use from noise pollution, consistent with Policy CG4 of Bolton's Core Strategy.



Client: PROPERTY INVESTMENTS
Drawing Title: FLOOR PLANS



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486 BLACKBURN ROAD BOLTON